



Spill Prevention, Preparedness, and Response Program Prevention Section

PUGET SOUND FIELD OFFICE
1011 SW Klickitat Way, Suite 211
Seattle, Washington 98134
Office: (206) 389-2431
Fax: (206) 587-5196

VANCOUVER FIELD OFFICE
Spill Prevention Unit
2108 Grand Boulevard
Vancouver, Washington 98661-4622
Office: (360) 690-4782 Fax: (603) 690-7166

WASHINGTON STATE ACCEPTED INDUSTRY STANDARDS FOR FISHING VESSELS

The following standards apply to all FISHING vessels 300 gross registered tons and larger while operating in Washington State waters:

I. OPERATING PROCEDURES

NAVIGATION WATCH COMPOSITION

Owners and/or operators should require that each navigation watch on a fishing vessel 300-1600 gross tons consist of at least one licensed deck officer and one lookout.

In addition, the navigation watch on fishing vessels larger than 1600 gross tons should include a helmsman. Vessels larger than 1600 gross tons that are designed and equipped with an integrated bridge system which allows a licensed deck officer to adequately perform the functions of safe navigation, collision avoidance, and communications do not require a helmsman as part of the navigation watch. Integrated bridge systems meeting this criteria will be approved by OMS.

Lookouts may be assigned no other duties that would interfere with the maintenance of a proper lookout in accordance with the International Regulations for Preventing Collisions at Sea (COLREGS).

NAVIGATION WATCH PROCEDURES

Owners and/or operators should require each vessel master to have written procedures or standing orders for safe navigation practices and operating in restricted visibility conditions.

Gyrocompass and magnetic compass courses should be recorded at least once every 6 hours, or more often if necessary.

Daily vessel logs or records should be maintained that include vessel position, weather observations, and gyrocompass and magnetic compass courses, at least once every six hours.

NAVIGATIONAL READINESS

Owners and/or operators should require a documented voyage planning and readiness system that includes the following preparations by vessel licensed officers prior to commencing a voyage:

1. Review of general waterway characteristics as described on current charts, navigational publications, and notices to mariners.
2. Review of navigational aids available, including buoys, lights, ranges, and the Global Positioning System (GPS).
3. Review of expected environmental conditions (weather and currents).
4. Review of expected vessel traffic and vessel traffic services (VTS) procedures and communications.
5. Tests or inspections of all navigation, communications, bridge control equipment and alarm systems in accordance with 33 CFR 164.25 no more than 12 hours prior to entering or operating in state waters. Completion of tests or inspections should be recorded.
6. Comparison of the gyrocompass and magnetic compass and comparison of the master gyrocompass and all repeaters. Determination of radar range error if practicable. Errors should be recorded and/or posted for the use of navigation watchstanders.
7. Procedures for response to loss of propulsion, steering, and electrical power should be reviewed.

GROUND TACKLE READINESS

Owners and/or operators should require vessel anchors to be operational and ready to drop at all times. A crew member should be available to drop the anchor immediately if required.

ANCHOR WATCH

Owners and/or operators should require a properly trained crew member to be standing watch and monitoring nearby traffic, communications, the vessel's position, and ground tackle while anchored in state waters.

SECURITY ROUNDS

Owners and/or operators should require security rounds of vessels to be conducted and documented at least once every six hours while underway or anchored in state waters. Security rounds should be conducted at least daily when moored. Vessels in lay-up status are not affected by this standard, if adequate monitoring for fires and flooding is provided.

Vessel masters should designate spaces on the vessel to be visited during security rounds. Steering gear should be checked during each security round when underway. The primary purpose of security rounds is to detect and report fires, flooding, or other emergency conditions.

ENGINEERING WATCH COMPOSITION & PROCEDURES

Owners and/or operators should require that a licensed engineer or properly trained engineer be on watch in the engine room or immediately available to respond to machinery space problems while operating in state waters.

Daily vessel logs or records should be maintained that include major equipment operating conditions, such as pressures and temperatures, at least once every six hours.

ENGINEERING READINESS

Owners and/or operators should require all critical vessel propulsion, steering and electrical systems, to be tested or inspected in accordance with 33 CFR 164.25 no more than 12 hours prior to entering or operating in state waters. Completion of machinery tests and inspections should be recorded.

Procedures for response to loss of propulsion, steering, and electrical power should be reviewed.

Fuel and oil tank levels should be determined and recorded no more than 12 hours prior to entering or operating in state waters.

STABILITY

Owners and/or operators should require a stability information system complying with 46 CFR 28.530, regardless of the date the vessel keel was laid or date of conversion.

Stability information books and documents should be easy to read and understand, and include samples of various loading conditions.

EMERGENCY PROCEDURES

Owners and/or operators should require emergency instructions outlining crew member responsibilities for firefighting, flooding, abandon ship, heavy weather and man overboard in accordance with 46 CFR 28.265. Fire plans containing the general arrangement of the vessel and the location of all firefighting equipment should be posted on board.

In addition, written procedures should be required for responding to:

1. Oil spills.
2. Loss of propulsion.
3. Loss of steering.
4. Loss of electrical power.
5. Being towed in an emergency. The emergency towing procedures should clearly indicate the specific equipment on board the vessel that will be used for being towed.

EMERGENCY EQUIPMENT

Owners and/or operators should require vessels to have a damage control kit or locker with sufficient equipment to control unintentional minor flooding. Each vessel should carry at least two complete fireman's outfits, including Self Contained Breathing Apparatus (SCBA's) and two spare cylinders as described in 46 CFR 28.205.

Vessel engine rooms and interior passageways should have installed emergency lighting.

All personnel assigned to emergency duties should be trained for the operation of all emergency equipment.

VESSEL ACCESS

Owners and/or operators should require safe access, with appropriate lighting, to be provided while vessels are moored alongside a dock or pier, or moored outboard of another vessel, in accordance with 29 CFR 1915.74 and 1918.21. Where practical, a gangway or accommodation ladder should be provided.

Fire plans containing the general arrangement of the vessel and the location of all firefighting equipment should be located at or near the access point(s) for vessels in port.

II. PERSONNEL POLICIES

FATIGUE

Owners and/or operators should require vessel navigation and engineering watchstanders to be off watch at least 10 hours per day, except in an emergency or to participate in a drill, while operating in state waters. At least 6 hours of off watch time each day should be consecutive and uninterrupted.

In addition, owners and/or operators should require a system for documenting off watch periods in order to monitor and reduce fatigue.

ALCOHOL & DRUG POLICY

Owners and/or operators should require policies prohibiting the use of alcohol and/or dangerous drugs by vessel crew members and document compliance with federal regulations for testing programs, training, and Employee Assistance programs.

ORIENTATION TRAINING

Owners and/or operators should require orientation training to be conducted and recorded for each crew member that has not received previous orientation training on that specific vessel prior to getting underway. Training should include the provisions outlined in 46 CFR 28. 265 & 270(a), plus the applicable provisions of the international convention for Prevention of Pollution from Ships (MARPOL).

Position-specific orientation training should be required for navigation and engineering watchstanders for the proper operation of navigation, propulsion, steering, and electrical power equipment.

DRILLS & INSTRUCTIONS

Owners and/or operators should require a drills and instructions program that complies with 46 CFR 28.265 & 270 and includes semi-annual drills and instruction in oil spill response and being towed in an emergency.

ENGLISH PROFICIENCY

Owners and/or operators should require all navigation watch officers and other crew members standing anchor watch to be sufficiently proficient in the English language to accomplish their duties safely.

III. MANAGEMENT PRACTICES

MANAGEMENT SYSTEM

The owner and/or operator's management system should include the company-wide exchange of environmental protection and public health and safety information, and participation by vessel and corporate management.

In addition, the management system should include management oversight that requires vessel visits by a management representative at least semi-annually. The management representative should review operating and management issues, and consult with the officers on the vessel.

POLLUTION PREVENTION

Owners and/or operators should equip vessels with spill containment and clean-up equipment to respond to a one-half barrel on-deck spill. The equipment should be adequate for preventing the spill from entering the water.

Each vessel master should require that an oil record book and garbage logs be maintained in accordance with MARPOL.

MAINTENANCE PROGRAM

Owners and/or operators should require a documented maintenance program for vessels. The program should include planned maintenance and periodic equipment tests or inspections, as appropriate, for all propulsion, steering, electrical, dewatering, and firefighting systems.

Vessels should also be inspected by a third party surveyor or an operator representative at least annually.

WATERTIGHT INTEGRITY AND STRUCTURAL FIRE PROTECTION

Owners and/or operators should maintain procedures for, and obtain, technical approval of all structural modifications and repairs. Penetrations of watertight boundaries and fire boundaries should be maintained tight, consistent with the standard of the vessel side-shell, deck or bulkhead penetrated.